

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. **(Canceled)** A traction pin for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body having a non-hollow unitary structure and defining a cylindrical end, a frustum shaped region and an integral mounting plate, the cylindrical end including a tapered region, the frustum shaped region is formed integral with the mounting plate.

2. **(Canceled)** The traction pin of claim 1 wherein the traction pin body is a solid unitary structure.

3. **(Canceled)** A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body having a non-hollow unitary structure defining a mounting plate and a cylindrical pin, the traction pin body including a tapered region extending from the mounting plate to the cylindrical pin;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

4. **(Canceled)** The traction pin assembly of claim 3 wherein the traction pin body is a solid unitary structure.

5. **(Canceled)** The traction pin assembly of claim 3 wherein the traction pin body defines a tapered end.

6. **(Canceled)** The traction pin assembly of claim 3 wherein the tapered region is formed integral with the mounting plate of the traction pin body.

7. **(Canceled)** A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

- a one-piece cast traction pin body defining a circular mounting plate and a cylindrical pin, the traction pin body having a non-hollow unitary structure and including a frustum region extending from the mounting plate to the cylindrical pin, the frustum region formed integral with the circular mounting plate;

- a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate;

- a bottom mounting plate welded to the rectangular plate;

- a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

- a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab.

8. **(Canceled)** The traction pin assembly of claim 7 wherein the traction pin body is a solid unitary structure.

9. **(Canceled)** The traction pin assembly of claim 7 wherein the traction pin body defines a tapered end.

10. **(Currently Amended)** A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin body defining a ~~circular~~ mounting plate and a cylindrical pin, the traction pin body further defining a non-hollow unitary structure and including a frustum region extending from the mounting plate to the cylindrical pin, the frustum region formed integral with the ~~circular~~ mounting plate, the mounting plate defining a pair of raised, spaced-apart mounting surfaces;

a pair of reinforcing ribs welded to the pair of mounting surfaces;

a rectangular plate defining a circular opening for receiving the mounting plate of the traction pin body, the traction pin body welded to the rectangular plate, the pair of reinforcing ribs extending through the circular opening;

a bottom mounting plate welded to the rectangular plate;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the top mounting plate welded to the railcar cab, the pair of reinforcing ribs positioned between the mounting plate and the top mounting plate.

11. **(Original)** The traction pin assembly of claim 10 wherein the traction pin body defines a tapered end.

12. **(Currently Amended)** A traction pin assembly for joining a railcar cab with a railcar truck assembly comprising:

a one-piece cast traction pin having a non-hollow unitary structure and defining a body having cylindrical pin region and a frustum region extending from the cylindrical pin region, the traction pin also defining an integral mounting plate extending outwardly from the frustum region, the integral mounting plate defining a pair of raised, spaced-apart mounting surfaces;

a pair of reinforcing ribs welded to the pair of mounting surfaces;

a bottom mounting plate welded to the integral mounting plate of the traction pin;

a pair of sills, each sill defining a first side and a second side, the first side welded to the bottom mounting plate; and

a top mounting plate welded to the second side of each of the sills, the pair of reinforcing ribs positioned between and mounted to the integral mounting plate and the top mounting plate, the top mounting plate welded to the railcar cab.

13. **(Canceled)** The traction pin assembly of claim 12 wherein the traction pin is a solid unitary structure.

14. **(Original)** The traction pin assembly of claim 12 wherein the traction pin body defines a tapered end.

15. **(Original)** The traction pin assembly of claim 12 wherein the integral mounting plate has a rectangular shape.

16. **(Original)** The traction pin assembly of claim 12 wherein the integral mounting plate has a circular shape.

17. **(Original)** The traction pin assembly of claim 12 wherein the integral mounting plate has a non-circular shape.